

How do you perform a comprehensive test on your counter/classifiers?

Are you looking for a way to comply with FHWA testing requirements?

ATRT-1700

AUTOMATED TRAFFIC RECORDER TESTER



ATRT-1700 (right) shown testing a modern traffic recorder

- Fully configurable sensor arrangement and type
- Easily customized user settings
- Complete control of test settings:
 - Number of Vehicles/Number of Intervals and Duration Time between vehicles
 - Speed Groupings
 - Vehicle for Test
- Vehicles of any class can be created or modified by the user
- Complete diagnostics for independent input test
- Windows 95 Software with Extensive help and hints

The highway traffic data recorder is responsible for the raw data upon which major decisions concerning funding and priorities are made. The accuracy of this data (or lack thereof) can have far-reaching effects.

- How can the general operation and accuracy of the recorder be verified?
- If your agency repairs your counters, how are they checked following the repair?
- How can State agencies meet the FHWA requirement for the "testing of equipment used in the collection of the data ... used in the apportionment or allocation of Federal funds by the U.S. DOT"? (Ref: 23 CFR Part 500.203)

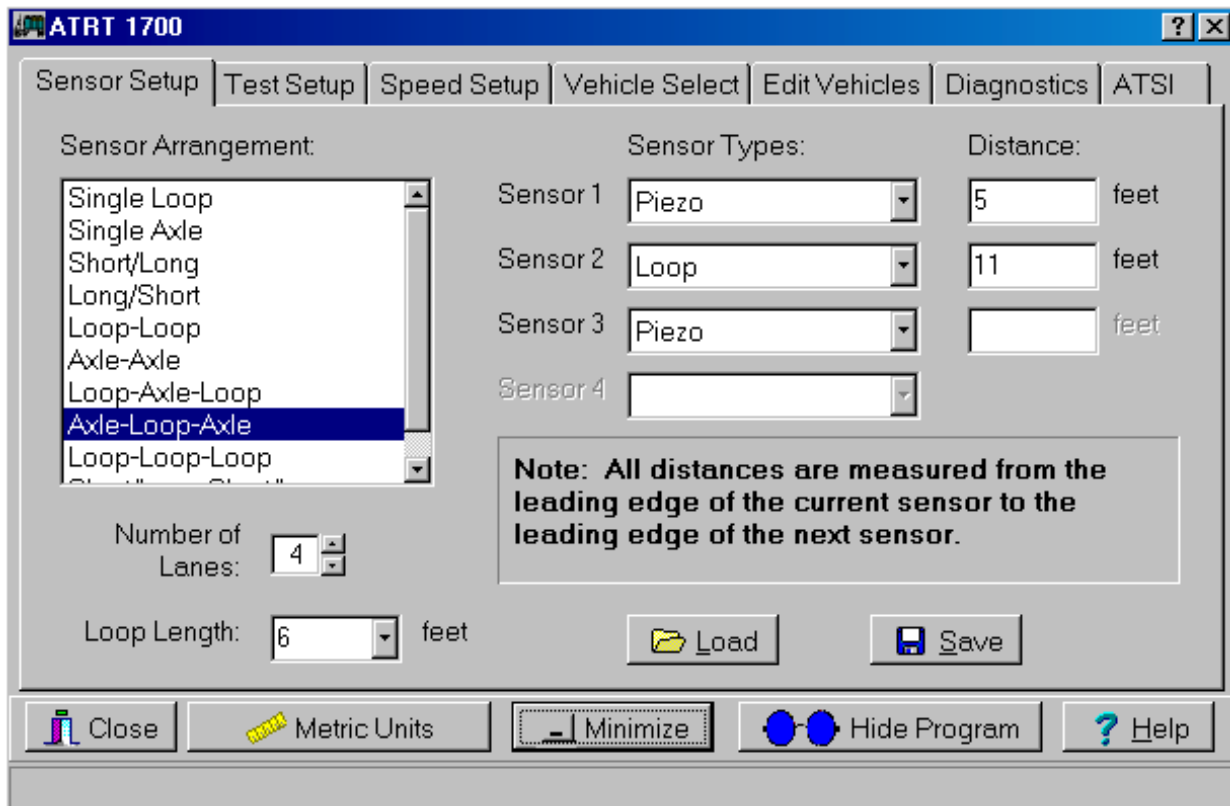
The ATRT-1700 is designed to simulate any type of highway vehicle passing over a user defined array of highway traffic sensors. The user selects and groups vehicles to be generated by the outputs of the tester. Parameters such as test duration, vehicle speeds, vehicle definitions, traffic rates, and more can be defined with the aid of the MS Windows 95 operator interface application. The ATRT-1700 outputs are connected to the traffic recorder inputs and the test may begin. After the test, the classifier report can be compared to the ATRT-1700 report. The user is aided by pulldown menus of setup options and on-line help. Once started, testing proceeds without intervention. The ATRT-1700 application can be minimized and the operator can then use the controlling PC for other tasks.

ATSI

ATHENS TECHNICAL SPECIALISTS, INC.

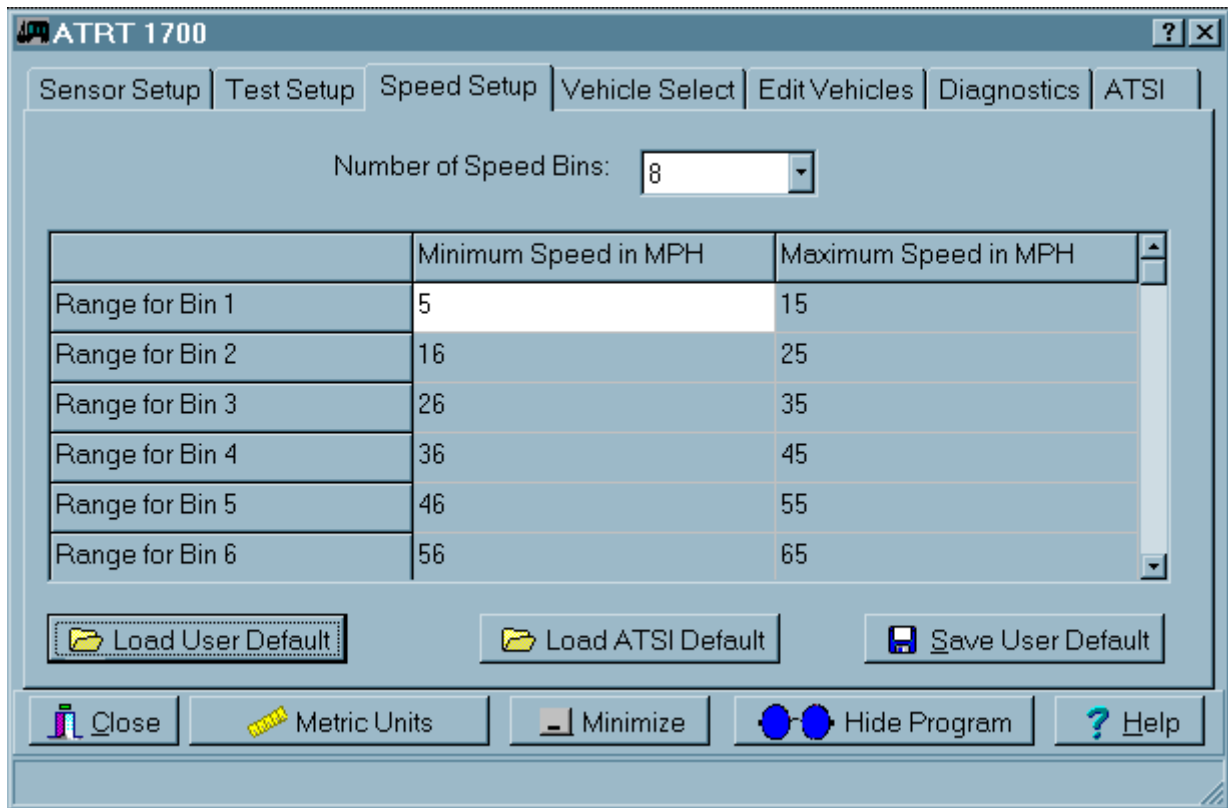


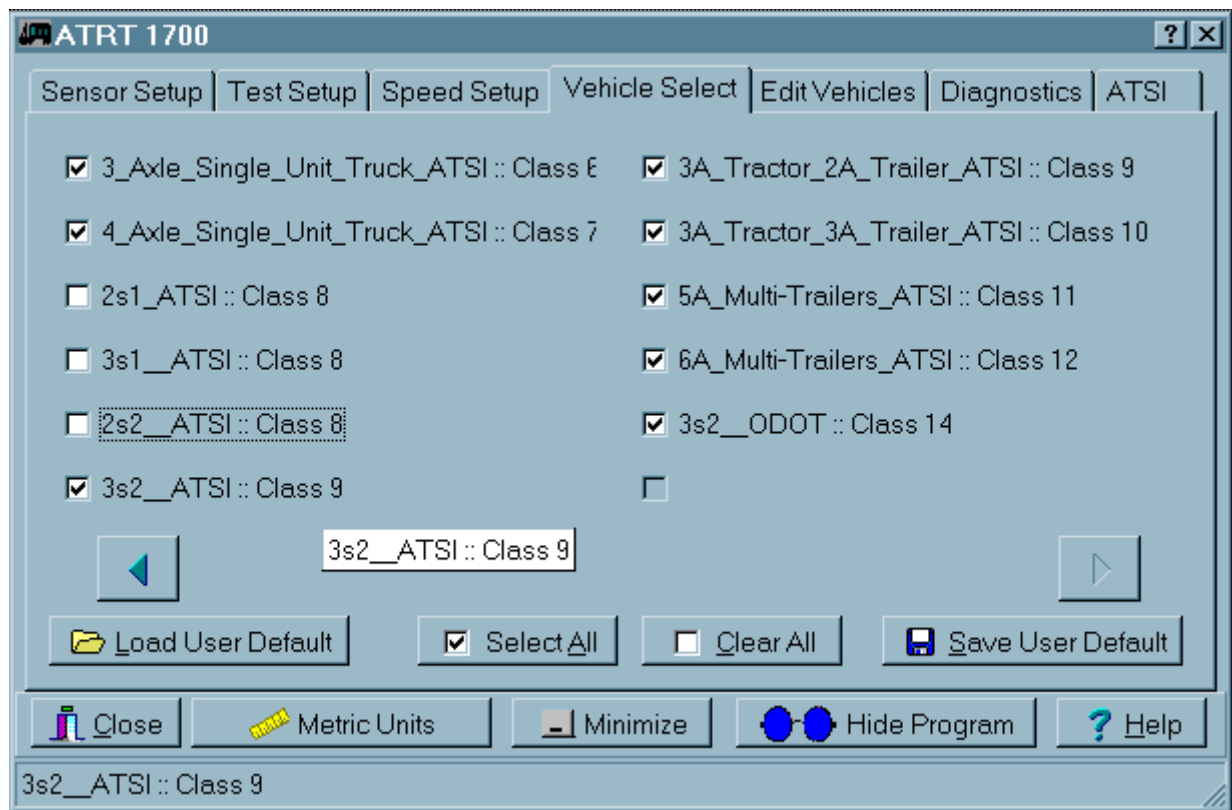
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RECREATE YOUR SENSOR SETUPS

- 8 Sensor Arrangements
- 4 Sensor Types:
 - In Pavement Loop (8 each)
 - Piezo Sensor (8 each)
 - Air Tube (4 each)
 - Tape Switch Closure (8 each)
- Up to 8 lanes (depending on output)
- Metric or Customary Units
- Easily save and load different setups





Select vehicles to be included in your test

ATRT 1700 [?] [X]

Sensor Setup | Test Setup | Speed Setup | Vehicle Select | **Edit Vehicles** | Diagnostics | ATSI

☐ Read Only


Vehicle Designator: Vehicle Type:

Number of axles: User Default Vehicle: ☒

	Axle Spacing in feet
Front Overhang:	3
Spacing Between Axles 1 and 2:	15
Spacing Between Axles 2 and 3:	5
Spacing Between Axles 3 and 4:	25

CREATE ANY TYPE OF VEHICLE

- Any possible vehicle class (make up your own classes)
- Up to 20 axles
- 1 to 60 foot axle spacing
- (300 mm to 18 m axle spacing)
- Edit any vehicle you create....any time!



Direct Check
✕


Piezo 1 <input checked="" type="radio"/> Low <input type="radio"/> High	Piezo 2 <input checked="" type="radio"/> Low <input type="radio"/> High	Piezo 3 <input checked="" type="radio"/> Low <input type="radio"/> High	Piezo 4 <input checked="" type="radio"/> Low <input type="radio"/> High
Piezo 5 <input checked="" type="radio"/> Low <input type="radio"/> High	Piezo 6 <input checked="" type="radio"/> Low <input type="radio"/> High	Piezo 7 <input checked="" type="radio"/> Low <input type="radio"/> High	Piezo 8 <input checked="" type="radio"/> Low <input type="radio"/> High

AUX 1 <input checked="" type="radio"/> Open <input type="radio"/> Closed	AUX 2 <input checked="" type="radio"/> Open <input type="radio"/> Closed	AUX 3 <input checked="" type="radio"/> Open <input type="radio"/> Closed	AUX 4 <input checked="" type="radio"/> Open <input type="radio"/> Closed
AUX 5 <input checked="" type="radio"/> Open <input type="radio"/> Closed	AUX 6 <input checked="" type="radio"/> Open <input type="radio"/> Closed	AUX 7 <input checked="" type="radio"/> Open <input type="radio"/> Closed	AUX 8 <input checked="" type="radio"/> Open <input type="radio"/> Closed

Loop 1 <input checked="" type="radio"/> Max <input type="radio"/> Min	Loop 2 <input checked="" type="radio"/> Max <input type="radio"/> Min	Loop 3 <input checked="" type="radio"/> Max <input type="radio"/> Min	Loop 4 <input checked="" type="radio"/> Max <input type="radio"/> Min
Loop 5 <input checked="" type="radio"/> Max <input type="radio"/> Min	Loop 6 <input checked="" type="radio"/> Max <input type="radio"/> Min	Loop 7 <input checked="" type="radio"/> Max <input type="radio"/> Min	Loop 8 <input checked="" type="radio"/> Max <input type="radio"/> Min

Send Pulse
☐ Air Tube 1
☐ Air Tube 2
☐ Air Tube 3
☐ Air Tube 4

Update ATRT



Close

Directly set and test each output

Excerpts from 23 CFR Part 500

Federal Regulations for State DOT Traffic Monitoring System Programs

23 CFR Part 500 Bridges, Grant programs-transportation, Highway traffic safety, highways and roads, Mass transportation, Reporting and recordkeeping requirements.

500.204 (f) Field Operations. (1) Each State's TMS (Traffic Monitoring System) for highway traffic data shall include the testing of equipment used in the collection of the data...Only equipment passing the test procedures will be used for the collection of data for the purposes identified in 500.203 (a) of this subpart.

500.203 (a) (1) The data are supplied to the U.S. Department of Transportation; ... (4) The collection of the data is supported by the use of Federal funds provided from programs of the U.S. DOT; (5) The data are used in the apportionment or allocation of Federal funds by the U.S. DOT; (6) The data are used in the design or construction of an FHWA funded project;...

Frequently Asked Questions:

- Q:** *Can the ATRT-1700 be used to satisfy Federal testing requirements for traffic monitoring systems? (See side-bar above.)*
- A:** **Yes. The state must simply document the procedure used for testing.**
- Q:** *How can I try the ATRT before purchase?*
- A:** **The software used can be downloaded from the ATSI website (www.atsi-testers.com) for trial purposes. (NOTE: the software is identical to that used by the ATRT). ATSI will also send demo disks upon request.**
- Q:** *Can reports be automatically compared to classifier reports?*
- A:** **Optional software is available to automatically compare the ATRT 1700 report with many types of reports for the major classifier manufacturers. Call ATSI for an updated list of classifiers and report types that can be used with auto-compare.**
- Q:** *How easily can ATRT reports be imported to a spreadsheet?*
- A:** **It is a very simple task to import ATSI reports. ATSI reports are "tab delimited," and all spreadsheet programs can import this type of data. Some spreadsheet programs also have the ability to automatically format the data. Any word processing program that lets the user define tab settings, will allow the reports to be viewed and printed with an enormous number of options. Further, ATSI includes its own report viewer with ATRT software.**
- Q:** *If the program is hidden will the test still run?*
- A:** **Yes, as a matter of fact if the program is hidden or minimized when the test finishes it will beep and automatically pop up the test complete form, even if you are running another program. Users can use this to start another test, review the last test, or ignore it and continue working on something else.**
- Q:** *What if the vehicle class we normally use is not listed?*
- A:** **A new vehicle class or type can be created and added to the system. Many users have their own classifications for certain vehicles and some have greatly extended the FHWA scheme. Any and all vehicles can have their classification changed by the user, there is no naming scheme required by the ATRT program.**
- Q:** *I have an ATRT-1600, can I upgrade my system?*
- A:** **Yes, ATSI offers an upgrade for existing users. Contact ATSI for details.**



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